Naval Aviation Readiness Integrated Improvement Program

Understanding NAVRIIP Metrics FAQs

TG Brief
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Frequently Asked Questions ??

FAQ's

Questions on how the FRS fits into the RFT. Specifically how do they patch the two together?

In order for the Providers to obtain a complete picture of the Wing's ready for training (RFT) requirement, the fundamental requirements summary (FRS) must be added to that of the Deployable Squadrons within the interdeployment training cycle (IDTC). It is recognized that the NAPP program defines Aircraft RFT differently from that of the NAVRIIP program. However, since the FRS is not included in the IDTC process, their requirements are not covered in the "Standard" and must be handled separately. Therefore, the FRS RFT numbers are taken from the FRS/NAPP database/cockpit charts and added to the NAVRIIP requirement. Since the FRS has no requirement for mission systems, they are not a degrader to RFT due to lack of mission systems. However, if there is an aircraft deficit in Ready Basic Aircraft vs their Requirement, the FRS can be a contributor to RFT gap in that way. The Ready Basic Aircraft CpC panel has identified deficits by the addition of a "bar" within the graph/panel. In order to quickly assess the FRS' impact upon RFT, we have added a "dash" within the deficit bar within the

FAQ's

How come I do not have RFT by Squadron on the cross functional team 1 (CFT-1) charts?

As the templates were developed for CFT-1, squadron charts were not included. They certainly can be done. But, at this time they are on backlog. However, they can be easily developed at the local level.

How does the RFT data get from CFT-1 CpC to CFT-2 CpC?

It requires communications and cooperation between the Operations and Maintenance Depts, and occurs in one of three ways:

They use a spreadsheet developed by CFT-1 to share the data back and forth.

They develop their own paper/spreadsheet to share the data

They enter the data in each others spreadsheets.

FAQ's

Who specifically do I have to see for CFT-1 RFT cockpit charts (CpC) numbers?

The CFT-1 CpCs are the responsibility of the OPS department at most Wings. However, some Wings have designated the Training or Readiness Officers as the POC for CFT-1 CpCs.

Why is there always a difference between CFT-1 RFT and CFT-2 RFT?

Difference occur for many different reasons:
1. The Maintenance Department decides to use their own RFT number, usually the Basic Ready Aircraft number, which is not the same as the CFT-1 calculated aircraft set number.
2. CFT-1 changes the deployment dates, which changes the requirements, and fail to provide CFT-2 with the revised numbers.
3. The accounting for Deployed vs Non-Deployed between CFT-1 & 2 may not the same. So when the numbers are roll-up within CFT-2, the numbers are different.
4. If CFT-2 populated their template with data provided by CFT-1, and include all data in their roll-up, the numbers will match.

FAQ's

Questions about what is a Baseline A/C and how was that derived. Even the people at the Wings that came up with this definition are now questioning it.

The definitions for a Ready Basic Aircraft were developed by the type-model-series (TMS) Wings working together. In an effort as not to breakout each and every system, they determined that a Ready Basic Aircraft could be the same as a FMC (Fully Mission Capable) MC (Mission Capable) aircraft, or they developed a "suite of systems" which would be considered and included as a requirement to fly all missions within the IDTC period. What they are probably questioning is the work required to capture this data. Using the Naval Aviation Logistics Command/Management Information System (NALCOMIS) data to calculate Ready Basic Aircraft requires the manual efforts of reviewing all MAFs during that month by aircraft.

FAQ's

Many questions about how the entitlement were reached and how a general entitlement from the CNO effects them.

Entitlements were set/developed using a number of different factors and inputs, ie: CNO Guidance, T& R Expectations, CLF/CPF, D-30 Process, Flight Hour Program, Integrated Airwing Training Requirements, CNO MC/FMC Goals, T & R Matrix, as well as "system" requirements as specified by the WINGS; all coming together in the T/M/S "Standard" .

On the CFT-2 Depot Charts - What types of Depot Maintenance are included?

All Depot Maintenance types are included. That means local and remote
Depot maintenance. Anything that is not in an A-10 Status (under Wing/Squadron Control) is considered Depot.

FAQ's

How is the Non-Depot WIP derived from NAVAIR? What is this batching process to get non mission capable (NMC) Events?

The work in progress (WIP) number comes from a formula that takes Non Mission Capable Rate *Times* the Number of A/C in Service.

Non-Mission Capable Rate comes from Non Mission Capable Hrs. (something the Squadrons/Wings track daily) *divided by* EIS (Equipment In Service) Hrs. (EIS Hrs is something the squadrons/Wings also track daily)

Number of A/C in Service comes from EIS Hours divided by the Number of total hours in the month. (e.g. – 24 hrs/day X 31 day in month = 744)

FAQ's

Why does it take so long to get Non-Depot Throughput and NMC Events for the current month? What are you doing to get it sooner?

Non-Depot Throughput and NMC Events are calculated by NavAir and tries to not double count an A/C in maintenance for more than one downing event. This process is all computer sorted information off the data fed in from each and every squadron. The data is not available to the Wings/Squadrons, from NavAir, until around the first of the following month (Feb. data not available until April 1) at which time it is sent to AirPac to be posted for Wing/Squadron usage. There is efforts in work to try to get the required files run by NAVAIR sooner, but for now the data will not be available until after the last months CpC is due.

How do you get the number of A/C in Depot?

A/C in Depot is something that each Wing/Squadrons track monthly. They use a piece of paper called an X-Rays to track when an A/C goes from A-10 Status (Under wing/Squadron control) to Depot status. The Aviation Maintenance Administration Man (AZ) in the Wing just counts the number of X-Rays to get the number that go in

FAQ's

Why are you using only certain rates on the Manpower metrics? Why aren't AZ's included - they are the most needed.

The rates being used are "Wrench Turners" or people that directly effect having an RFT A/C. Although an AZ is very important to track the process of an A/C through the paperwork, we can have an up A/C without the paperwork. This is why we only track rates that directly deal with getting these A/C to RFT.

Why don't we have entitlements for Maintenance Man-hours/Flt Hour and Mean Flying Hrs between NMC Events? Can we set our own at the Squadrons?

Entitlements for most of the other panels on the CFT-2 CpC are from the CNO's stated goals or calculated using the CFT-1 data. We have suggested that each Wing set their own entitlement for these two panels based on a history of where they have been operating and what they have to do to improve on these numbers. This has not been agreed to by the Metrics Team as of yet.

FAQ's

Why do I have two databases I have to go to? One for monthly data (AirPac) and one for all CpC's (Mywingspan)?

Mywingspan (through the NAVAIR community) was identified as the "Parking Lot" to place all CpC's when they are submitted from the Wings.
The AirPac Website was identified as a place for the PSAT (Plane Side
Assessment Tool) information to be placed for the Supply data access by all
Wings/Squadrons.

It has been realized that having two websites that the AZ's and Wings have to go to, is confusing. It is being reviewed by the Metrics Team, but no change is anticipated in the near term.

FAQ's

How do I get access to Mywingspan?

Contact navairpublicaffairs@navair.navy.mil for information on how to become a registered user, and receive your personal pin number. Once your account is established, follow the navigational instructions which can be found in the Standard Operating Procedure (SOP). The SOP can be found on the TG NAVRIIP database and on MYWINGSPAN.

Why can't I find my latest CpC on Mywingspan?

The only reason you would not find you charts is if they are not posted as of yet. If you have forwarded your charts to NAVAIR, and still do not see them posted on MYWINGSPAN, please contact the NAVRIIP CAT by email at navairpublicaffairs@navair.navy.mil. New closing schedules and posting requirements have been developed. This should help the situation.

FAQ's

Why the long delay from when I turn in my CpC until it shows up on Mywingspan?

Initial charts have gone through additional audits prior to posting to Mywingspan. During the auditing process some charts were found to have errors and/or missing data, and in some cases issues within the templates themselves which needed to be address and fixed. These issues do cause delays, in the fact the we want to make sure that charts which are posted to Mywingspan are complete and correct.

On the CFT-2 CpC - Why are we only counting closed reqts. in the supply metrics? My time on open reqts is my issue.

The measure was originally set up to measure the time from when a req. was issued until it closed. After implementing this measure we found out that there are a lot of Req.s that remain open for long periods of time (6 Months to 3 years) and that many many of these are never closed. The metrics team has requested that a method be established to monitor not only when a req is closed, but a separate measure to monitor the mean time open reqs.
remain open. We have not yet determined how to do that without

FAQ's

Why can't I roll up my own TMS CpC?

CFT-2 metrics can, and several wing are, rolling up their own CpCs to the TMS level. CFT-1 has not been doing this. Charts have been coming into CAPT Scott for validation, where he has completed the roll-ups and forwarding the charts on to NAVAIR for posting to MYWINGSPAN. This is now changing. CFT-1 Chart roll-ups will be the responsibility of the Lead TMS command. A set of Roll-Up instructions have been drafted, and will be available in the very near future. (Remembering, CFT-1 cannot be posted by anyone other than NAVAIR due to Classified Data.)

Why do I have sign-offs on the bottom of the business financial manager and no one has ever signed them off?

BFMs have gone through several revisions, mostly for better clarification and understanding with examples being added. Now that they are complete, signatures will be added. They will be signed by the appropriate CFT Navy Metrics Lead along with the Thomas Group CFT Lead.

FAQ's

How do I go about recommending a change to these metrics?

Changes to the metrics can be requested by anyone in the NAVRIIP program/process. There is a defined process and a form to complete and submit to the proper CFT for consideration or correction.

Who do I go to if I need help/questions with filling out my CpC?

First contact your Thomas Group TMS representative. If necessary, they will contact either the CFT TG Metrics Rep. or the Navy Metrics Lead for further support or assistance.

FAQ's

How do you know what systems are needed at a certain point in the IDTC?

The requirements are set within the Standard. If you were to locate the proper month prior to deployment and scroll down to the "systems" identified, you will see the quantity required for that month.

Who built the standards?

The Standards were developed using many different pieces of information, such as. CNO Goals, T& R Matrix, Flight Hour Program, etc. However, the mission systems were identified and agreed upon by the Wing Operation's Departments.

FAQ's

Why don't you show all of the RFT (count extra planes that may be in a squadron or over RFT) in the RFT panel so we know how many a wing has?

The intent is not to mask a shortage in one squadron with the overage within another squadron. A shortage or overage may also be by T/M/S ie, SH-60 F, vs Sh-60 H.

If I have RFT, why do I care what the depot and non-depot panels say?

You don't. If you have all of your RFT, you are "good to go". Again, only look for and concentrate on the gaps and/or adverse trend lines.

FAQ's

Is there any way to concentrate on the parts keeping the planes down and not everything in the supply panels?

The new panels that CFT-2 is coming up with for the CFT-2 CpC will allow drilldown from the system level to the WUC that is causing the issues to RFT. These are presently under development and will be implemented as soon as the team determines how best to use these drilldowns.

FAQ's

Can you explain how the aircraft ready for training metrics work and the philosophy behind not letting aircraft above entitlement for any one squadron add in to the total ACRFT number for the wing. Why not show them and use a "deficit" bar like we do on some of the CFT1 charts?

For CFT-2, RFT is obtained directly from the CFT-1 CpC via the Ops Officer. Within the CFT-1 CpCs there are threee (3) panels relegated to the accounting of aircraft; *Flightline*, *Ready Basic* and *RFT Aircraft*. No reason it can not be used. The philosophy in RFT aircraft was not to mask a shortage of available aircraft in one squadon by the excess within another squadron, and to keep the chart clean and simple. However, allowances were made within the Ready Basic Aircraft chart by adding a "deficit" bar.

FAQ's

Explain the difference in primary aircraft assigned and actual aircraft in the center panel on the CFT2 chart. If they are not here, where are they. It seems like the difference should be in depot WIP but the math does not seem to work out. (This is goes away, as the panel is being removed from CFT-1 CpC.)

PAA is Planned Aircraft Allowance. PAA is the # of A/C that the Wing/Squadrons is allowed which may or may not be supported by the actual A/C inventory. Actual Aircraft is the Shadows on the Ramp or actual A/C in the control of the squadron/Wing. If they are not shadows on the ramp the A/C are either in Depot or there is not sufficient inventory to provide required PAA for each Squadron/Wing. (Lack of pipeline A/C). This panel has now been removed from the top level CpC and will be represented on the CFT-1 CpC by the panel "Ready Baseline A/C".

FAQ's

What are SCIR hours?

The best way to describe it is as stated by our Naval Aviation Maintenance Program (NAMP), OPNAV 4790.2H VOL III:

"Subsystem Capability and Impact Reporting. SCIR is generated from the MAF. The SCIR reports which include the equipment's utilization use the Naval Aircraft Flight Record as the primary source of data. SCIR provides factual information, generated at the lowest level of maintenance, as to aircraft or equipment inventory and actual subsystem performance. It provides specific aircraft or equipment mission capability and uniquely defines the categories of FMC, PMC, and NMC for a specific type and model aircraft or equipment. The degradation of equipment mission capability is reported by recording EOC codes in the Repair Cycle and Maintenance/Supply Record sections of the MAF. EOC codes are documented when a specific system or subsystem impacts the mission capability of that equipment. The EOC code is a three position code. The first position is derived from the MESM published as an enclosure to OPNAVINST 5442.4. Only the first position is documented on the MAF. The second and third positions are computer generated using the first two positions of the documented WUC. SCIR provides data to determine mission capability, system or subsystem reliability, and serves as a management tool. SCIR data may be used at any level of management."

Further definitions:
1. EOC CODES: Relate a particular system/subsystem within a T/M/S of equipment to a specific mission. An EOC code is a three-character alphanumeric code that identifies the degree of degradation to mission capability and the system responsible for the degradation. The first character (alpha) is documented on the VIDS/MAF Copy 1 (as applicable). The second and third characters (numeric) are computer generated from the first two positions of the WUC.
2. MISSION-ESSENTIAL SUBSYSTEM MATRICIES (MESM): Published in OPNAVINST 5442.4, lists, for each model, the equipment systems/subsystems that must be on board and in working order before an aircraft can qualify as mission ready.